

Alternative Transportation Phasing Plan ²

PHASE ONE: Startup Phase for Subarea III / Del Mar Heights Road

The following improvements are to be assured to the satisfaction of the City Engineer before development is authorized in this phase.¹ Approved Project or Subarea III Development: 650 equivalent DU.^{3, 7}

Proposed Access Improvements:

| PROJECT NO. | FACILITY | LOCATION | DESCRIPTION OF REQUIRED IMPROVEMENT |
|-------------|----------------------|---|--|
| T-3.1 | Del Mar Heights Road | Westerly of Subarea boundary to intersection with Carmel Valley Road. | Extend as 2 lanes of a 4 lane major to development areas. Provide ½ of the ultimate street improvement. |
| T-1.1 | State Route 56 | Within Subarea III. | Right-of-Way in Subarea III is assured ⁵ , excluding right-of-way for the third interchange (project has been deleted). |

Threshold Condition Regarding Status of State Route 56 North Ramps:

Successful vote November 1998/Subarea Plan/Development Agreement approval by City Council.
Completion of a Project Study Report (PSR) for the I-5/SR-56 north direct connectors. One unit/4 acres density.⁵

PHASE TWO “A”: Subarea III – Pre SR-56, if Necessary, Carmel Valley Road/State Route 56

The following improvements are to be assured to the satisfaction of the City Engineer before development is authorized in this phase.¹ Alternative phasing threshold only if State Route 56 is not on the current schedule, i.e. open to traffic by December 2000.

Approved Project or Subarea III Development: 150 DU.⁷

Proposed Access Improvements:

| PROJECT NO. | FACILITY | LOCATION | DESCRIPTION OF REQUIRED IMPROVEMENT |
|-------------|----------------|--|---|
| | State Route 56 | From existing easterly terminus in Carmel Valley to future interchange location with Carmel Valley Road. | Widen to four lanes along the State Route 56 corridor including the construction of the westbound off ramp (2 lanes). |
| | State Route 56 | From Black Mountain Road to Camino Ruiz. | Extend as a two-lane road. |

Threshold Condition Regarding Status of State Route 56 North Ramps:

Completion of the Value Engineering Study for the I-5/SR-56 north connectors.⁵

Alternative Transportation Phasing Plan (continued)²

PHASE TWO “B”: Subarea III – Pre SR-56, if Necessary, Carmel Valley Road/State Route 56

The following improvements are to be assured to the satisfaction of the City Engineer before development is authorized in this phase.¹ Alternative phasing threshold only if State Route 56 is not on the current schedule, i.e. open to traffic by December 2000.

Approved Project or Subarea III Development: 300 DU.⁷

Proposed Access Improvements:

| PROJECT NO. | FACILITY | LOCATION | DESCRIPTION OF REQUIRED IMPROVEMENT |
|-------------|---------------------------------|--|--|
| | Camino Ruiz | From Carmel Valley Road to State Route 56. | Construct as a two-lane road. |
| T-4.2 | Carmel Valley Road ⁶ | Within Pacific Highlands Ranch. | Extend and widen to four-lanes, where appropriate, to provide accesses to development. |

Threshold Condition Regarding Status of State Route 56 North Ramps:

Funding assured for PR/ED in year 2000 STIP for the I-5/SR-56 north connectors.⁶

PHASE THREE “A”: Subarea III – Pre SR-56, if Necessary, Carmel Valley Road/State Route 56

The following improvements are to be assured to the satisfaction of the City Engineer before development is authorized in this phase.¹ Approved Project or Subarea III Development: 150 equivalent DU.⁷

Proposed Access Improvements:

| PROJECT NO. | FACILITY | LOCATION | DESCRIPTION OF REQUIRED IMPROVEMENT |
|-------------|----------|----------|-------------------------------------|
| | | | |

Threshold Condition Regarding Status of State Route 56 North Ramps:

Completion of the PR/ED for the I-5/SR-56 north connectors.⁵

PHASE THREE “B”: Subarea III – Pre SR-56, if Necessary, Carmel Valley Road/State Route 56

The following improvements are to be assured to the satisfaction of the City Engineer before development is authorized in this phase.¹ Approved Project or Subarea III Development: 150 DU.⁷

Proposed Access Improvements:

| PROJECT NO. | FACILITY | LOCATION | DESCRIPTION OF REQUIRED IMPROVEMENT |
|-------------|----------|----------|-------------------------------------|
| | | | |

Threshold Condition Regarding Status of State Route 56 North Ramps:

CALTRANS District Director approval of the PR/ED for the I-5/SR-56 north connectors and submittal to FHWA for approval.⁵

Alternative Transportation Phasing Plan (continued)²**PHASE FOUR: Subarea III – Pre SR-56, if Necessary, Carmel Valley Road/State Route 56**

The following improvements are to be assured to the satisfaction of the City Engineer before development is authorized in this phase.¹ Approved Project or Subarea III Development: 200 DU + Private High School + Neighborhood Commercial (50,000 sf).⁷

Proposed Access Improvements:

| PROJECT NO. | FACILITY | LOCATION | DESCRIPTION OF REQUIRED IMPROVEMENT |
|-------------|----------------------|--|---|
| | Camino Ruiz | From Carmel Valley Road to State Route 56. | Widen to four lanes. |
| | State Route 56 | From Black Mountain Road to Camino Ruiz. | Widen to a four-lane road. |
| T-1.6 | State Route 56 | At I-15. | East from north loop ramp; east to south, right turn lane; add southbound on ramp lane. |
| T-2 | Del Mar Heights Road | At I-5. | West to northbound I-5 right turn lane. |
| T-11.2 | Black Mountain Road | At Park Village Drive. | Intersection improvements (dual northbound to westbound left turn lanes or southbound right turn lane). |

Threshold Condition Regarding Status of State Route 56 North Ramps:

Approval of the PR/ED for the I-5/SR-56 north connectors by FHWA.⁵

PHASE FIVE: Subarea III – Pre SR-56, if Necessary

The following improvements are to be assured to the satisfaction of the City Engineer before development is authorized in this phase.¹ Approved Project or Subarea III Development: 300 DUs + Neighborhood Commercial (50,000 sf).⁷

Proposed Access Improvements:

| PROJECT NO. | FACILITY | LOCATION | DESCRIPTION OF REQUIRED IMPROVEMENT |
|-------------|---------------------------------|-------------------------------------|--|
| T-4.2 | Carmel Valley Road ⁶ | From SR-56 to Del Mar Heights Road. | Widen to six lanes. |
| T-7 | Traffic Signals | Within Pacific Highlands Ranch. | Signalize and widen intersections to six lanes, as required. |

Threshold Condition Regarding Status of State Route 56 North Ramps:

FHWA approval of PR/ED for the I-5/SR-56 north connectors.⁵

Alternative Transportation Phasing Plan (continued)²

PHASE SIX: SR-56 Freeway

The following improvements are to be assured to the satisfaction of the City Engineer before development is authorized in this phase.¹ Approved Project or Subarea III Development: 300 DUs + Neighborhood Commercial (100,000 sf).⁷

Proposed Access Improvements:

| PROJECT NO. | FACILITY | LOCATION | DESCRIPTION OF REQUIRED IMPROVEMENT |
|-------------|----------------|-----------------------|---|
| T-1.1 | State Route 56 | Between I-5 and I-15. | Connected through as a four-lane Freeway. |

Threshold Condition Regarding Status of State Route 56 North Ramps:

Funding is assured in the STIP for the I-5/SR-56 north connectors. Complete design for the I-5/SR-56 north connectors open to traffic.⁵

PHASE SEVEN: Dual Freeway Completion

The following improvements are to be assured to the satisfaction of the City Engineer before development is authorized in this phase.¹ Approved Project or Subarea III Development: 1,200 DUs + Neighborhood Commercial (100,000 sf).⁷

Proposed Access Improvements:

| PROJECT NO. | FACILITY | LOCATION | DESCRIPTION OF REQUIRED IMPROVEMENT |
|-------------|--------------------|---|-------------------------------------|
| T-13 | Via de la Valle | Between San Andres and El Camino Real east. | Improve to four lanes. |
| T-12 | El Camino Real | Between Half Mile Drive and Via de la Valle. | Improve to four-lane major street. |
| T-4.2 | Carmel Valley Road | Between Del Mar Heights Road to Black Mountain Road. | Improve to four lanes. |
| | Camino Ruiz | From Carmel Valley Road to Carmel Mountain Road. | Widen to four lanes. |
| T-1.2 | State Route 56 | From I-5 to one mile east of the Camino Santa Fe interchange. | Widen to six lanes. |

Alternative Transportation Phasing Plan (continued)²

| PHASE EIGHT: Buildout of Subarea III (Pacific Highlands Ranch) | | | |
|---|---------------------|--|---|
| The following improvements are to be assured to the satisfaction of the City Engineer before development is authorized in this phase. ¹ Approved Project or Subarea III Development: 1,600 DUs + Commercial Office. ⁷ | | | |
| Proposed Access Improvements: | | | |
| PROJECT NO. | FACILITY | LOCATION | DESCRIPTION OF REQUIRED IMPROVEMENT |
| | I-15 | From State Route 56 to Escondido. | HOV lane extension. |
| | I-5 | From Del Mar Heights to Birmingham. | Add HOV lanes. |
| | Camino Ruiz | From Carmel Valley Road to Carmel Mountain Road. | Widen to six lanes. |
| T-1.4 | Camino Ruiz | At State Route 56. | Provide loops or third interchange at State Route 56. |
| | Black Mountain Road | State Route 56 to Mercy Road. | Widen to six lanes. |
| T-1.2 | State Route 56 | From I-5 to I-15. | Widen to six lanes. |

Footnotes to Transportation Phasing Plan:

- ¹ Before development is authorized in each phase, the improvements listed in the right column must meet one of the following conditions to the satisfaction of the City Engineer:
- Improvement must be completed and open to traffic.
 - Improvement must be under contract.
 - Improvement must be bonded.
 - Improvement must be scheduled for construction in the City CIP for the year in which building permits are requested.
 - Improvements must be programmed for construction in the STIP for the year in which building permits are requested.
- ² It should be noted that this plan is intended to serve as a guideline for the sequential development of street improvements. Because the geographic order of development is not certain, it will be necessary to regularly review and revise this phasing plan in order to reflect the current land development proposals and actual trip generation rates and trip distribution.
- ³ The 650 equivalent dwelling units include a maximum of 50 EDUs for the administrative facilities of the private high school.
- ⁴ Right-of-way is assured to the satisfaction of the City Engineer by either of the following:
- Acquisition
 - Successfully entering into a purchase agreement, or by
 - Initiating the condemnation process.
- ⁵ This requirement is to be satisfied at the commencement of this phase, i.e. 1,900 DUs for Phase IV.
- ⁶ The Transportation Phasing Plan contained in the Traffic Study Report, cited in the footnote 4 above, inadvertently refers to Carmel Valley Road between SR-56 and the intersection of Del Mar Heights Road as Camino Santa Fe. It has subsequently been determined that the northerly limits of Camino Santa Fe will terminate at SR-56.
- ⁷ The amount of development approved for each phase of the Transportation Phasing Plan is not cumulative. To determine the cumulative total, one must add the amounts shown in each phase of the plan.

(This page is intentionally left blank.)